

50X1-HUM

REPORT

CD NO.

DATE DISTR. 20 Oct. 1950

NO. OF PAGES 1

NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

50X1-HUM

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river navigation and coal and petroleum deposits on the Kamchatka Peninsula

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THE KAMCHATKA RIVER

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The Kamchatka River is the main transport artery on the Kamchatka Peninsula. It is navigable and suitable for timber floating. A large number of steamships and barges travel regularly on this river. In connection with the construction of military bases on Kamchatka by labor forces of the "Dal'stroy" of MVD, the importance of river transport is growing from year to year.

There are thriving fishing enterprises at the mouth of the Kamchatka River, supplying fish to canneries which produce canned fish products for the Far East divisions of the Soviet Army and also in a large measure for the needs of "Dal'stroy". Thus, the city of Ust'-Kamchatsk, 30 kilometers from the river mouth, has a canning plant with six production lines and a capacity of more than 100,000 standard cases of canned goods per year. Two more plants producing 50,000 and 100,000 cases a year, respectively, and seasonal floating canneries with a total seasonal capacity of 20,000 to 40,000 cases, also operate in this area. There are large refrigerator installations in the city of Ust'-Kamchatsk, and other auxiliary enterprises of the fish-canning industry.

The Kamchatka River has its source in the region of the Gannal'skiy on Khrebet ~~of~~ the Kamchatka Peninsula and flows into ~~the~~ Kamchatskiy Zaliv of Bering Sea, forming several arms at the river mouth. In crossing the peninsula from south to north the river reaches the mountain range formed by the active volcano, Klyuchevskaya Sopka, and after being joined by the left tributary Krestovaya, it sharply turns east, in which direction it continues to flow until it reaches Kamchatskiy Zaliv. Total length of the river is about 800 kilometers.

On the upper part of the river navigation begins in the middle of April, on the central part - early in May, and on the lower part - in the ~~latter part~~ last ten days of May. Navigation closes about the middle of October. Near Ust'-Kamchatsk the river seldom freezes, so that fishing operations can be continued through most of the winter.

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High water begins around the 10th day of June, ~~xxxxxxxwaterxxxxxxx~~ reaching an elevation of 10 meters, and it ends in late July.

The lowest water level is in September and October, that is, toward the end of the navigation season.

The river has over 100 tributaries, the most important of which are Yelovka and Krestovaya joining the Kamchatka in its lower course. Both of these tributaries are over 200 kilometers long and are suitable for timber floating 100 kilometers upwards from their confluence with the Kamchatka River. Most of the Kamchatka tributaries have wide outlets, where the fish enter to spawn. Along the banks of the Kamchatka River are over 20 villages, inhabited by settled Kamchadals (Koryaks) and Russians. There are also a number of corrective labor camps, included in the system of Kamchatka corrective labor camps. The camp inmates are used in logging operations and by "Dal'stroy", mainly in road construction work.

With regard to navigability, the Kamchatka River may be divided into three parts: the upper part suitable for floating, from Verkhne-Kamchatsk to the village of Mashura, where the river is about 100 meters wide and up to 2 meters deep (during the high water season steamers travel as far as Mashura); the central part from Mashura to Sredne-Kamchatsk, which is navigable for ships with a draught of 91 centimeters; there are nine or ten sandbanks in this sector, the river bottom is covered with pebbles and sand, and the main obstacles are submerged tree trunks or stumps; and the lower part from Sredne-Kamchatsk to the river mouth, which is ~~always~~ navigable even during low-water periods; this sector has six sandbanks and one rapid at Komornyy; the river bottom is soft silt, and there are many submerged trees. From Nizhne-Kamchatsk to Ust'-Kamchatsk the river is not less than 360-370 centimeters deep (only on the sand bar); near Ust'-Kamchatsk and the fishing enterprises the depth is

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not less than 425 centimeters. The river ^{mouth} ~~estuary~~ is obstructed by a number of sand bars.

The particular conditions of navigation on the Kamchatka River and its close connection with ocean navigation made it necessary to create a type of vessel that would be able to enter the river without difficulty ~~for~~ to receive fish cargoes and would also be able to go out into the open ocean to deliver the fish to ocean steamers. A vessel of this type must have a shallow draught ^{and} easy maneuverability ~~which~~ so that it could withstand a strong river current and can be manipulated amid ocean waves. Local river transport workers have solved this problem successfully by building a flat-bottom boat, called kungas.

Freight rates and tariffs of the Kamchatka river navigation have always been high, compared with freight rates on other rivers of the USSR, which is reflected in the cost of essential products in river settlements. Freight turnover has developed as follows:

1925/26	-	14,800 tons
1935/36	-	65,600 tons
1945/46	-	140,000 tons (approximately).

As the "Dal'stroy" Geological Prospecting Administration of MVD has recently intensified its prospecting activities on the peninsula, the development of the mining industry on Kamchatka may be expected in the near future

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COAL AND PETROLEUM ON KAMCHATKA

The Kamchatka Peninsula represents the farthest and most southern part of the Soviet Northeast, bordered by the Sea of Okhotsk in the west and the Bering Sea and Pacific Ocean in the east. The north border is formed by a depression in the Parapol' Valley (Parapol'skiy Dol) on the isthmus connecting the peninsula with the Asiatic mainland.

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After petroleum and coal had been discovered on the peninsula in the 1920's, the interest in geological research of this area has grown continuously and by the beginning of the war certain regions suitable for exploitation had been sufficiently marked. The organization of Kamchatka Corrective Labor Camps and the activity of "Dal'stroy" of MVD in the far northeast of Siberia have greatly stimulated activities on Kamchatka (we are not talking here about the price it has cost and is continuing to cost), and the development of the Kamchatka coal and petroleum industries in the next decade is beyond doubt.

1. Coal Deposits of Kamchatka

The most profitable mining area on Kamchatka is Tigil'skiy Rayon on the west coast of the peninsula, which extends mainly along the Tigil' River and its tributary Sedanka. This rayon covers an area between 158 degrees and 160 degrees eastern longitude and between 58 degrees and 57 degrees northern latitude. There are considerable areas around oil-bearing ~~in the area of~~ the Tigil' settlement, and iron ore and coal deposits have been found in the vicinity of the Sedanka settlement. Both of these settlements have airports.

The deposits of lignite near Sedanka are of rather low quality, and they have no practical significance at present or in the near future due to transportation difficulties. However, further along the Sedanka River there are considerable coal deposits of much higher quality ~~and~~ which are entirely suitable for industrial purposes. As far as one can judge from indirect information, the Kamchatka Corrective Labor Camps opened a division in Tigil' after the war, and this division could have no other purpose than the development of coal and petroleum mining in this district.

The second industrial coal deposit on Kamchatka is the lignite deposit in the area of Zaliv Korfa (Korfa Bay). Prospecting in

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this area was begun by I. A. Preobrazhenskiy in 1929. The coal deposits in the upper layers resemble lignite, and in the lower layers are similar to bituminous coal.

The Lesnovskoye deposit (also called Krutogorovskoye) is also of considerable importance. There are outcrops of coal in this area between the Sopochneya River in the south to the Tavi River in the north. This deposit is very suitable for mining and ~~transport~~ ~~is important for local industry and transport.~~

~~exploitation of this~~ exploitation of this deposit was begun just before the war and is probably continuing at this time.

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The outcrops of lignite discovered by M. F. Dvali near the river mouths of the Palana, Anadyrka and Vanavov'ye on the west coast of the peninsula are not being mined.

Tertiary-period coal on the Bukhta Podkagernaya (Podkagernoye Bay), as far as we know, has not even been prospected.

Enormous reserves of peat on the west coast extending over an area of about 450 kilometers, have been fairly well prospected by Korf and Neyshtadt. However, their practical significance is nil because of the sparse population ~~in this area~~ and the dense forests in this area. The same can be said about the peat moors in the area of Petropavlovsk.

2. Petroleum Deposits of Kamchatka

Petroleum deposits (or more correctly, indications of petroleum deposits) are numerous on Kamchatka and one may consider the peninsula very profitable for the petroleum industry. Petroleum prospecting, begun in the 1920's, is expanding continuously and is giving favorable results, judging from information received indirectly. The exploitation of petroleum-bearing regions is done by detail groups of the Kamchatka Corrective Labor Camps and

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it may be assumed that during the next decade Kamchatka will become an important petroleum base for ~~army~~ ^{and navy} units, and for the Far East industry and transport.

The most profitable petroleum-bearing regions on Kamchatka are the following:

a. The Bogachevskoye deposit on the east coast, in the foothills of the eastern Kamchatskiy Khrebet. This ~~deposit was investigated~~ ^{area was prospected} by A. N. Krishtofovich as early as the 1920's. The largest deposits were found between the Bogachevka and Tyushevka rivers, which flow into ~~the~~ Kronotskiy Zaliv. In this area one has discovered petroleum of the Mesozoic and Tertiary periods in petroleum-bearing clay, and in a few places the petroleum has filtered through ~~the~~ into the Bogachevka River. The location of petroleum-bearing levels was determined by deep drilling, which was done by L. A. Grechishkin in the late 1930's. Industrial exploitation of these petroleum deposits was begun at the end of the war and is being stepped up at this time.

Deposits of gas and coal have also been found in the same Kronotskiy area. Neither one or the other have been mined until now.

b. Petroleum-bearing areas in Tigil'skiy Rayon (see under "Coal") are now attracting the attention of Soviet geological prospecting parties. Petroleum in this region is found between the Kovran and Vayampolka rivers. Indications of petroleum have been discovered in chalk, Oligocene and Neocene deposits. It is too early to judge how profitable the exploitation of these deposits might be, but the presence of a division of Kamchatka Corrective Labor Camps in this area seems to indicate that the mining ~~and~~ prospects are favorable. Oil wells with a depth of 590 meters in the Tochilo district and 296 meters in the Kora district, in the lower part

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of the Vayampolka River (northeast of Tigil') were considered valuable. In these places one has also noticed the presence of petroleum gas.

Definite
c. Indications of petroleum in the area of Klyuchevskaya Sopka have been discovered. Unfortunately we are unable to judge from the material at our disposal how important this deposit might be.

d. The area of Kuril'skoye Ozero may also be considered ~~as~~ promising for the petroleum industry. During the intensive war, prospecting was begun in this region, which is probably continuing at this time. The results are not yet known.

e. In the upper part of the Kamchatka River, in the mountain range of Gannal'skiye Vostryaki, indications of petroleum were discovered before the war, together with gold, pyrite, and coal. ~~This~~ Little prospecting has been done in this region, and it is too soon to judge whether petroleum mining here might be profitable.

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